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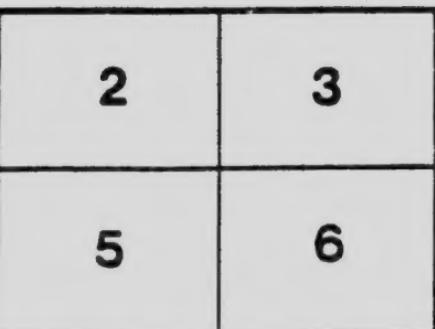
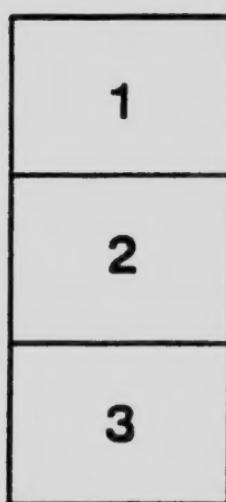
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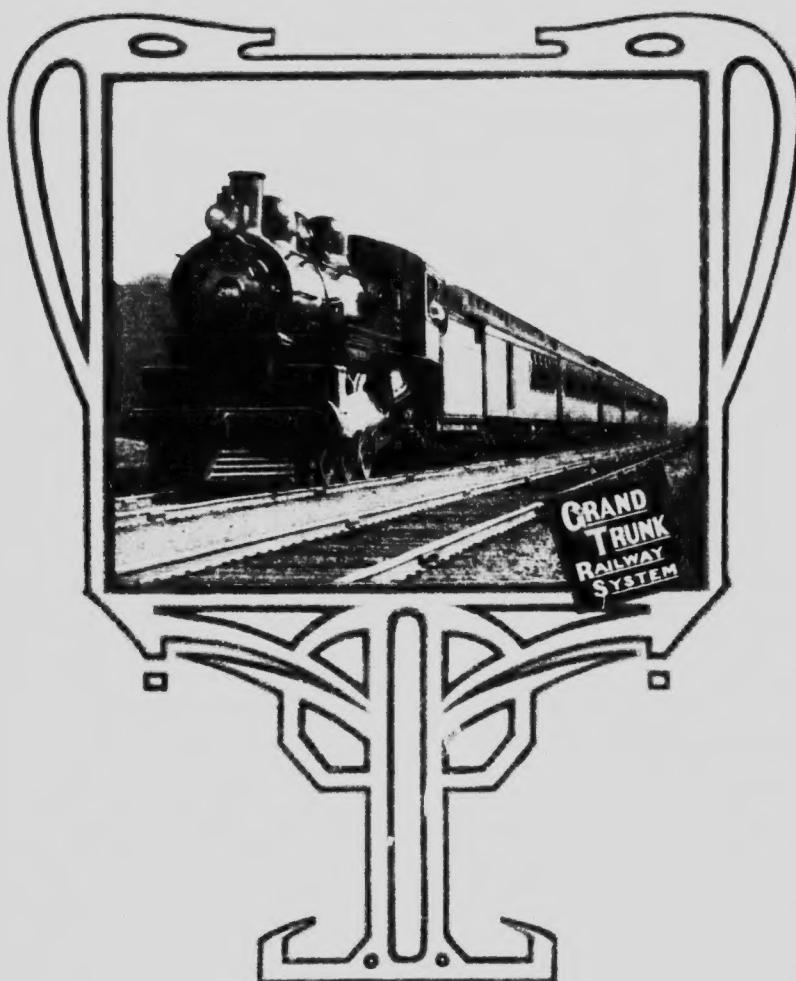
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Box

The "International Limited"



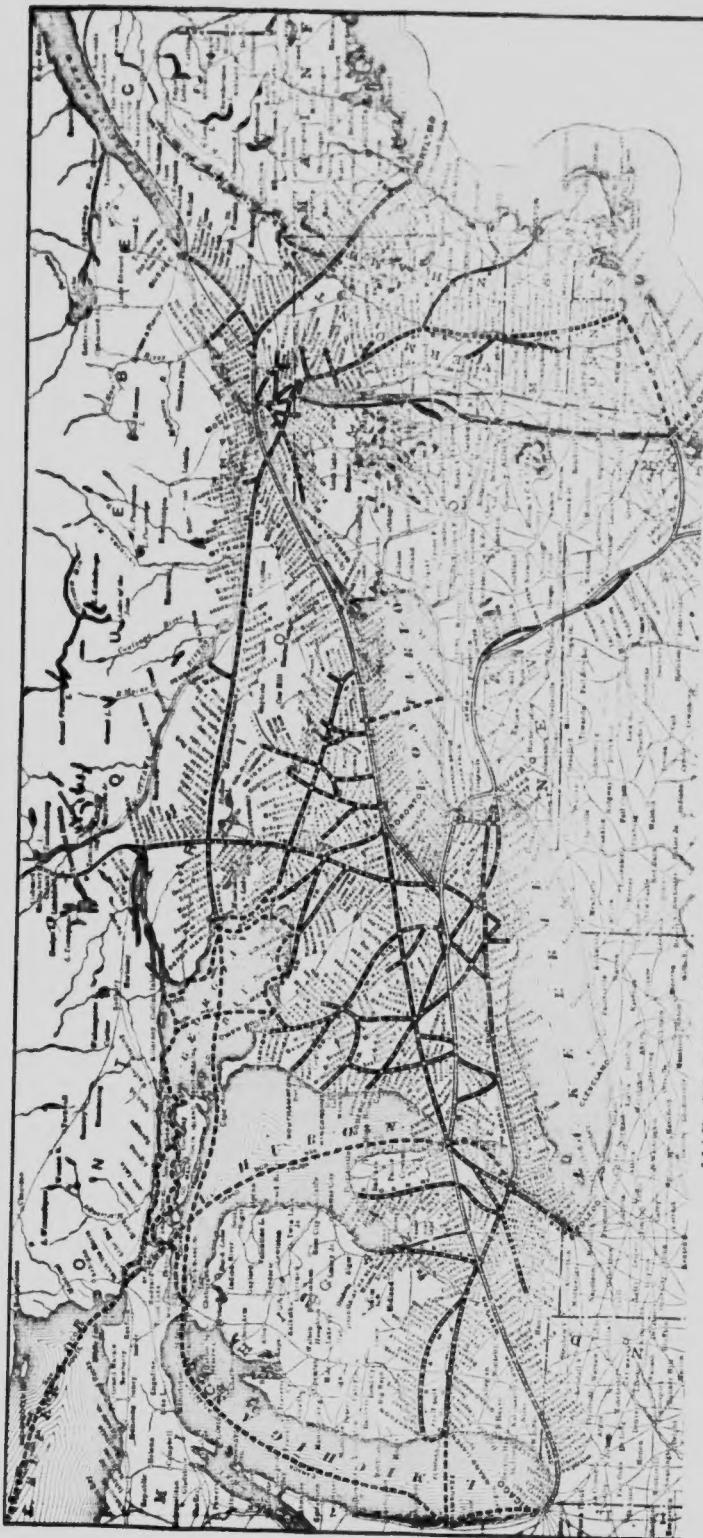
Canada's
Finest
Train



The "International Limited"



MAP OF THE GRAND TRUNK RAILWAY SYSTEM AND CONNECTIONS.

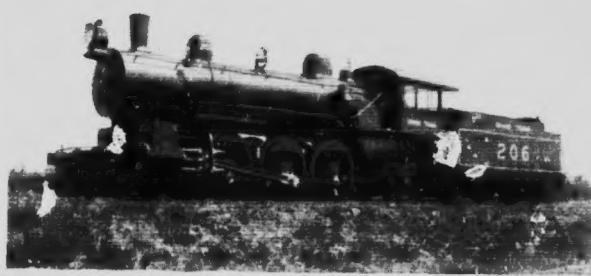


The "International Limited."



THE EVOLUTION OF A RAILWAY TRAIN

When the present management of the Grand Trunk had replaced the old light rail with the 80-lb steel, had eased the grades here and there, rebuilt many bridges and strengthened others, when they had secured a few bigger and better locomotives, the "International Limited" was introduced. This, the fast train between Montreal and Chicago via Toronto and Detroit, is an attractive train, the finest and fastest in Canada. From year to year the speed of Canada and all things Canadian has been increased, and from year to year little innovations and improvements have been introduced, in order that Canada's crack train might keep pace with Canada. Nothing has ever been allowed to interfere with the operation of



The "International Limited" Motive Power.

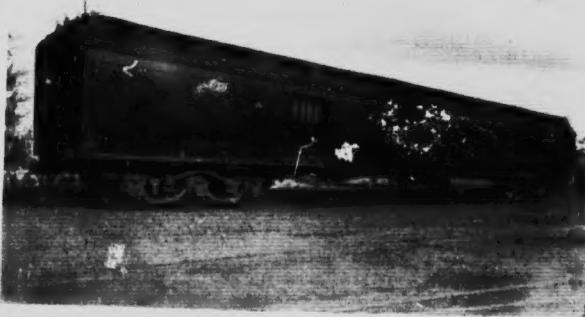
The "International Limited"



the "International Limited." Private or official cars were handled on other trains, or, if of great importance were run special, rather than to take chance of injuring the reputation of the premier train, the chief glory of which is to be "on time."

But the very success of the "International Limited" has made other improvements necessary. The 80-lb. steel put down a few years ago has all been taken up and replaced with rails that weigh 100 lbs. to the yard. New, heavy and speedy locomotives have been especially designed and built for this train, which travels from Montreal to Toronto, 334 miles, every day in the year in 7 hours and 30 minutes. To make this time the locomotive must be capable of picking up this heavy train between stops and whirling it along at the rate of a mile a minute.

After providing a roadbed and the power, the next step was to provide new and heavier cars.



The Composite Baggage Car.

Canada's Finest Train.



The consist of the "International Limited" is as follows:—Combination baggage car, coaches, dining car, parlor car and sleeping cars.

The first-class coaches that are part of this train are models of modern science and expert workmanship, being built with a view to the comfort and ease of the travelling public without regard to cost. In completeness of detail, artistic taste, appointments and finish they surpass anything of the kind yet built in America. They are 68 feet long, of the wide vestibule order, with steel platform and an adjustable cover over the steps, making the whole platform a vestibule. By this means dust and smoke are excluded, and perfect safety to passengers, while passing from one car to another, is assured. The vestibules are also lighted with a powerful light, which is a most convenient appointment. Each of these first-class coaches have seating capacity for seventy-



Interior Composite Baggage Car.

The "International Limited"



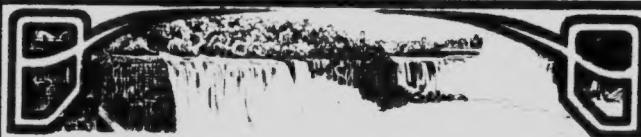
two passengers. The interior of these cars are finished in quartered oak, and are extremely handsome, set off by trimmings of exquisite design in bronze. A large and comfortable smoking room is provided, where lovers of the fragrant weed can enjoy their smoke with luxurious ease and comfort.

The cafe-parlor cars, sufficient unto their day, are now replaced by standard diners and parlor cars. These new diners are not only modern, but they are pioneers in many ways. They are 70 feet 7 inches long, 10½ feet wide, 14½ feet high. They are equipped with six wheeled trucks, fitted with 38-inch steel Krupp tyres, steel bolsters, high speed brakes and air signals. The platforms are steel, with wide standard vestibules. The cars are heated with steam. A modern range is fitted into the fifteen foot kitchen.



First-class Coach.

Canada's Finest Train.



The lighting system is of the new and improved "Stone" Electric type, used in the palatial royal car of the late King Edward, with fixtures, reflectors, etc., of special design made to correspond with the furnishings and equipment of the car, giving a novel and beautiful effect.

The dining room of unusual length, is of African mahogany of the richest type with a design of Marquetry, the floor being covered with rich Wilton carpet. The 30 chairs, are of Mexican mahogany, upholstered with black leather. The windows of the dining room are very wide; the tops are art glass. The ceiling of these cars are a delicate green, giving a restful, harmonious effect.

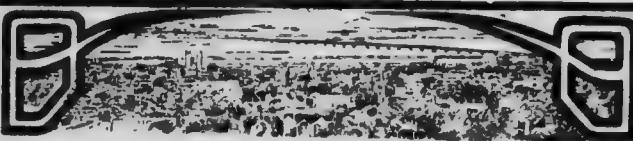
Electric fans have also been installed to insure a uniform and cool temperature in the warmest weather.

The kitchen and culinary offices have been fitted with the latest and most improved devices to insure



Interior First-class Coach.

The "International Limited."



the best and most expeditious dining service possible, including hot water tanks and warming tables, and special arrangements for securing an abundant supply of water under air pressure. A large Bohn refrigerator has also been installed on one side of the kitchen extending on to the platform, giving a very large storage capacity with easy access.

The cars are ornamented outside according to the standard Grand Trunk design.

The tendency to use steel in the construction of railway cars, grows with the growing scarcity of hard wood and the desire of the railway to build for safety as well as comfort.

Steel has been employed in the construction of the new parlor cars operated on the "International Limited."

These parlor cars are 73 feet long over the end sills, and of the latest and most improved design, are



Dining Car.

Canada's Finest Train.



equipped with cast-steel body bolsters, extra heavy beams and steel platforms making their underframing practically indestructable.

The trucks of these cars are equipped with six wheels fitted with 38-inch steel Krupp tyres and steel bolsters. Like the dining cars on this train these cars are fitted with high speed brakes and air signals and heated with steam from the locomotive. The lighting system is of the improved type, same as in the diners, with lamps of original design and made to harmonize with the other furnishings and interior equipment of the car.

The "Parlor" of the new cars is finished in rich African mahogany with inlaid and Marqueterie design with trimmings of statuary bronze, and the floors are covered with the finest two-toned green Wilton carpet with hassocks to match. The chairs in the parlor of these cars are luxuriously upholstered



Interior Dining Car

The "International Limited."



in green plush and those in the smoking rooms in green leather, and the curtains and other draperies of the car are of corresponding tints.

The toilet rooms are covered with inlaid rubber and equipped with nickeline washstands and other improved appliances for comfort and convenience.

Each of these cars is equipped with a library, free to the occupants of the car and which contain the latest books published from time to time.

The question of economy is always taken into consideration in the construction of new equipment, but that is by no means the only question. As stated above the modern railway endeavors always to build for safety, therefore, the lighting system adopted by the Grand Trunk is worth more than passing mention. From the ancient wood stove we got to the coal burner, and from the coal oil lamp to the various types of gas lights. The stove was an endless worry to

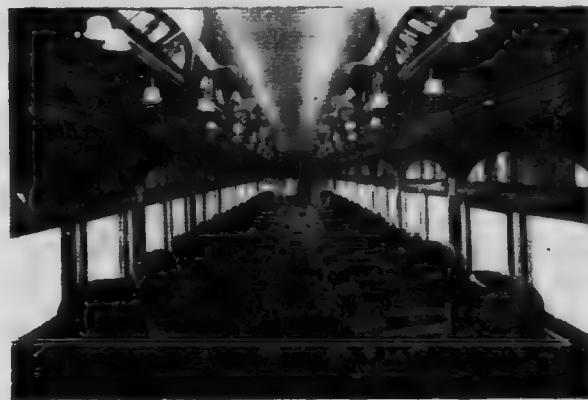


Parlor Library Car

Canada's Finest Train.



railway men, and gas light by no means absolutely safe; finally we got to an electric system, which is in use on some of the most important trains in the Old World. So confident were the railways that they immediately ripped out all other means of artificial lighting, relying entirely upon the system now adopted by the Grand Trunk. The system is safe, economical, clean, reliable, cool, provides power for electric fans, cigar lighters, hair curlers, hot water, cooking and heating if desired, in fact the English Government has even gone so far as to use the power in the Government postal cars for melting the wax for sealing the mail bags en route, all without any appreciable effect on the motive power. The system is one consisting of a dynamo driven by a belt from a pulley carried on truck axle, with two sets of storage batteries, (also carried underneath the car) to take care of the lighting, etc., when car is at rest. As soon as a



Interior Parlor Library Car.

The "International Limited"



predetermined speed is attained the dynamo automatically switches over from the batteries and thereby gives out the necessary supply for the lamps and fans, etc., and so neatly is this operation performed that it is impossible to detect by the lighting that such a change has actually taken place.

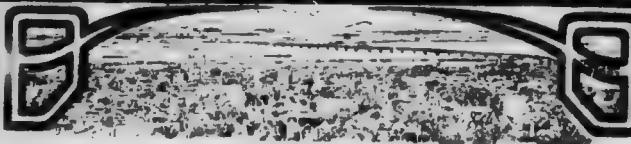
The system used by the Grand Trunk in its new equipment is the same that was installed in the royal train of the late King Edward the Seventh.

The Pullman cars operated on this train are some of the finest that this well-known Company turns out. They are of the most modern type, and include drawing rooms and smoking rooms. The rooms have toilet facilities with hot and cold water. The bodies of the cars are beautifully finished, the woodwork being in the most costly material. The ceilings are exquisitely decorated, the upholstery and draperies being of the finest and in harmony with the finish.



Pullman Sleeping Car.

Canada's Finest Train.



" INTERNATIONAL LIMITED " TIME TABLE.

RUNS EVERY DAY IN THE YEAR.

Lv.	MONTREAL (Bonaventure Station)	9.00 a.m.
Ar.	CORNWALL	10.23 "
"	PREScott	11.20 "
"	BROCKVILLE	11.38 "
Lv.	BROCKVILLE	11.41 "
Ar.	KINGSTON	12.57 p.m.
"	NAPANEE	1.17 "
"	BELLEVILLE	1.47 "
Lv.	BELLEVILLE	1.50 "
Ar.	COBOURG	2.43 "
"	PORT HOPE	2.53 "
"	TORONTO	4.30 "
Lv.	TORONTO	4.40 "
Ar.	HAMILTON	5.40 "
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Lv.	HAMILTON	7.20 p.m.
Ar.	ST. CATHARINES	8.03 "
"	NIAGARA FALLS, Ont.	8.30 "
"	BUFFALO	9.15 "
<hr/>		
Lv.	HAMILTON	5.45 p.m.
Ar.	BRANTFORD	6.37 "
"	WOODSTOCK	7.18 "
"	INGERSOLL	7.30 "
"	LONDON	8.00 "
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Lv.	LONDON	8.10 p.m.
Ar.	GLENCOE	8.52 "
"	CHATHAM	9.42 "
"	WINDSOR (Eastern Time)	10.45 "
"	DETROIT (Central Time)	10.20 "
<hr/>		
Lv.	LONDON	8.18 p.m.
Ar.	SARNIA (Eastern Time)	10.10 "
"	PORT HURON (Central Time)	9.25 "
"	DURAND	12.02 a.m.
Lv.	DURAND	12.15 "
Ar.	LANSING	1.10 "
"	BATTLE CREEK	2.28 "
"	SOUTH BEND	4.38 "
"	VALPARAISO	5.55 "
"	CHICAGO	7.42 "

The "International Limited"



For further information, rates, etc., apply to any Agent of the Grand Trunk Railway System, or any of the following:—

Alexandria Bay, N.Y.	Cornwall Bros.	Ticket Agents
Baltimore, Md.	Theo. H. Diener & Co.	Ticket Agents, 215 E. Baltimore St.
Battle Creek, Mich.	L. J. Bush	Passenger Agent, G.T. Ry. Station
Bay City, Mich.	E. C. Wherrett	Passenger Agent, G.T. Ry. Station
Boston, Mass.	E. H. Bownton	New England Pass. Agent, 295 Washington St., Ticket Agent
Brockville, Ont.	J. H. Fulford	City Pass. and Tkt. Agent, 285 Main St., Elliott Sq., Burlington
Buffalo, N.Y.	H. M. Morgan	City Pass. and Tkt. Agent, 219 Clark St., corner Jackson Boulevard
Chicago, Ill.	C. G. Ortenhouser	Travelling Pass. Agent, 6 Burgess Bldg.
Cortland, N.Y.	D. P. Brewery	City Pass. and Tkt. Agent, 291 Woodward Ave.
Detroit, Mich.	Geo. W. Watson	Passenger Agent, G.T. Ry. Station
Flint, Mich.	V. A. Bovee	Ticket Agents
Fort William, Ont.	Ray Street and Co.	City Pass. and Tkt. Agent, G.T. Ry. Station
Grand Rapids, Mich.	C. A. Justin	City Pass. and Tkt. Agent, 11 James Street North
Hamilton, Ont.	C. E. Morgan	Travelling Passenger Agent, 15 Shindley Bldg.
Kansas City, Mo.	Gray W. Norman	City Passenger and Ticket Agent
Kingston, Ont.	J. P. Hanley	Passenger Agent, G.T. Ry. Station
Lansing, Mich.	C. N. Harwood	Passenger Agent, G.T. Ry. Station
Lewiston, Me.	E. P. Chandler	City Pass. and Tkt. Agent, corner Richmond and Dundas Streets
London, Ont.	R. E. Rose	Pacific Coast Agent, 302 Wilcox Building
Los Angeles, Cal.	W. H. Bullen	



Interior Pullman Sleeping Car.

Canada's Finest Train.



Milwaukee, Wis. . . .	Crosby Trans. Co., . . .	306 East Water Street
Minneapolis, Minn. . . .	W. J. Gilkerson, . . .	Travelling Passenger Agent, 114 Metropolitan Bldg.
Montreal, Que. . . .	J. Quinlan, . . .	District Passenger Agent, Bonaventure Station
"	W. H. Clancy, . . .	City Pass. and Tkt. Agent, 130 St. James St.
Mount Clemens, Mich.	Casper Cizek	City Pass. and Tkt. Agent, 12 South Gratiot Ave.
New York, N.Y. . . .	F. P. Dwyer, . . .	Gen. Agt. Pass. Dept., By- Exchange, 290 Broadway.
Niagara Falls, N.Y. . . .	W. J. Hamilton, . . .	City Ticket Agent, 1 Falls Street
Ogdensburg, N.Y.	Geo. S. Mengher, . . .	Ticket Agent, 50 State Street
Ottawa, Ont. . . .	Percy M. Buttler, . . .	City Pass. and Tkt. Agent, cor. Sparks and Elgin Streets
Peterboro, Ont. . . .	W. Bunton, . . .	City Pass. and Tkt. Agent
Pittsburg, Pa. . . .	W. Robinson, . . .	Travelling Pass. Agent, 506 Park Bldg.
Port Huron, Mich.	C. R. Clarke, . . .	Ticket Agent, G. T. Ry Station
Portland, Me. . . .	C. E. Tenny, . . .	Passenger Agent, G. T. Ry. Station
Quebec, Que. . . .	Geo. H. Stott, . . .	City Pass. and Tkt. Agent, cor. Ste. Anne & DuFort Sts. and Ferry Landing, Dalhousie Street
Saginaw, Mich.	Hugh E. Quick, . . .	Passenger Agent, G.T. Ry. Station
San Francisco, Cal.	E. H. Lord, . . .	399 Monadnock Building
Seattle, Wash. . . .	J. H. Burgis, . . .	General Agent, Pass. Dept., First Ave. and Yesler Way
Sherbrooke, Que.	C. H. Foss, . . .	City Pass. and Tkt. Agent, 2 Wellington Street
South Bend, Ind.	C. A. McNutt, . . .	Passenger Agent, G.T. Ry. Station
Toronto, Ont. . . .	J. D. McDonald, . . .	District Passenger Agent, Union Station
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The "International Limited."



THE GRAND TRUNK RAILWAY SYSTEM

is the only double track railway between Montreal, Toronto and other Principal cities in Canada.

FOUR FAST EXPRESS TRAINS DAILY

Between

MONTREAL, TORONTO
and the WEST.

FEATURES:

- ¶ Velvet running roadbed.
- ¶ Excellency in train equipment.
- ¶ Unexcelled dining car service.
- ¶ Courteous attention.
- ¶ Magnificent scenic route
- ¶ Parlor and library cars on day trains.
- ¶ Pullman sleeping cars on night trains.

The Grand Trunk Railway System is the longest continuous double track railway in the world under one management.

ISLAND TANK RAIL CO. OF

1-17-07

Canadian
pneumatic

The Tank 417





